



DMSMS Solutions



Contractor's Perspective: Problems and Issues

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Axioms

- DMS is a fact of life
 - DMS is caused by lifespan exceeding manufacturing lifespan
 - DMS is caused by economic thresholds
- DMSMS is exasperated by system inertia
 - Administrative Lead Time (ALT)
- No single process for solutions
- What is the nature of the problem?
 - Components of the DMSMS solution

DMSMS Solutions: Dependencies

- Requirements
- Communications
- Commitment
- SAR approval process
- Contracting



Requirements: When is a requirement real?

- A requirement should be P/N, Qty, and need date – timeliness should not mitigate safety
- Part Identification
 - Flight line vs. Supply
 - DLA vs. Service responsibility (Buyer vs. ESA)
- Backorder is not necessarily a requirement
- “Market Baskets” are not requirements



Requirements: P/N ID

- Flightline/SPO/Supply – Different P/N & Nomenclature uses
 - P/N modifications
 - Safety, criticality, and ultimate use
- Supply system response to new req'mts
 - Inertia
- Quantities hard to establish
 - Single occurrence
 - Age related – wearout
- Cannibalization as a short term response
 - Buys time (for a while)
 - Confuses quantities required
 - Masks timeline
 - End game is catastrophe!



Data

- JEDMICS files may not include all of the required drawings
 - Drawings are not up to date
 - Contour drawings from JEDMICS not useable!
 - Source Control/Spec Control drawings & Proprietary Data
 - “Level 3” assembly drawings not always suited for manufacturing
- Access to sample parts



Communications

- Service and platform stovepipes – little commonality of parts or processes
- Electronic interaction between and among planners, buyers, and users
- Automated notification for unfulfilled solicitations
 - 339 should be an obvious data stream
- ESA approval/request to Supply
- Definition of terms, i.e. Backorder



Communications

Current initiatives:

- ✓ AF SLUPI
 - WR-ALC C-5 pilot project
 - Requires buy-in/acceptance by DLA
 - Depot level req'mts to DSCR & Base Supply
 - Part characterization by mfg req'mts vice FSC
 - Validated P/N req'mts transmitted to vendors by mfg capabilities
- ✓ NAVAIR Aging A/C IPT
 - Process solution(s)
 - Limited mfg – prototype only, SPOs responsible for fleet action
- ✓ Army INFO System
 - Match req'mt to vendor db



Communications

- ✓ GIDEP
 - Public notification
 - Linkage to requiring activity
- DSCP Market Baskets
 - Pre-positioned mfg by FSC
- DSCR Corporate contracts
 - OEM responsible for sustainment
- AF Aging Aircraft Program Office
 - Technology/Mechanics of aging



Commitment

- Requirement to commit to a solution
- Timely
- Effective
- Initiative



Contracting

- Competition goals have been met through prior solicitations!
 - FAST, R2CSR, DESP II – Req'mt to recompete DOs adds time and cost
 - Once a solicitation fails, competition is satisfied
- Corporate contracts use engineering imprimatur of OEM as accelerator for second source qualification
- Exceptions:
 - OEM has left the market
 - Quantity is too low to attract bidders
 - Age & corporate mergers (Comm-BRAC effect)
- DMS mfg will include RE & FAT costs!
 - “25%” rule



Source approval process

- I know I'm not the OEM!
- Source approval requests (SAR) are a primary requirement of a DMS solution
 - Performance criteria
 - Acceptance test procedures
 - ESA & ICP teaming to streamline (but not safety)
- SAR tailored to quantities
 - Cost as a pass-through to customer



Return on Investment

- Reverse engineering cost
- First Article Test
- Limited production quantities

+ALT

+PLT

+Customer satisfaction



Summary

- DMS is a function of lifespan
- DMS can be resolved through planned action
- DMS should not be a surprise
- Vendors are available
- Revise view of ROI